

IN THE DRAWINGS:

The attached Replacement Sheet includes changes to and replaces the original sheet including Fig. 7D. In amended Fig. 7D, the "Total" value under "Suggested Division Plan" has been changed from 500 to 600 and the value under the "Qty" 730 has been changed from 10 to 100 to correct obvious typographical errors.

Attachments: Replacement Sheet  
Annotated Sheet showing changes

### REMARKS

Applicants wish to thank the Examiner for extending the courtesy of conducting a personal interview in this application on April 12, 2007 with one of their attorneys to discuss the outstanding rejections and proposed claim amendments. It is believed that this response, in conjunction with the Examiner's Interview Summary posted on PAIR shortly after the interview (but not yet mailed), represents a complete written statement as to the substance of the interview, in accordance with M.P.E.P. § 713.04.

As discussed during the interview, this application has been reviewed in light of the Office Action dated January 10, 2007. Claims 12-14, 35-37, 58-60, and 81-83 are presented for examination, of which Claims 12, 35, 58, and 81 are in independent form. Claims 1-11, 15-34, 38-57, 61-80, and 84-92 were canceled in a previously filed response to a restriction requirement. New Claims 93-128 have been added to provide Applicants with a more complete scope of protection. Claims 12, 35, 58, and 81 have been amended to even further clarify the claimed subject matter. Favorable reconsideration is requested.

The specification and Fig. 7D have been amended to correct minor typographical errors and matters of form discovered during a review of the application. Applicants respectfully submit that the changes to the specification and Fig. 7D add no new matter to the original disclosure.

The Office Action states that Claims 12, 14, 35, 37, 58, 60, 81, and 83 are rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,795,823 (*Aklepi et al.*); and that Claims 13, 36, 59, and 82 are rejected under § 103(a) as being unpatentable over *Aklepi et al.*

Applicants submit that independent Claims 12, 35, 58, and 81, together with the claims dependent thereon, are patentably distinct from the cited prior art for at least the following reasons.

The aspect of the present invention set forth in Claim 12 is directed to a system located on a network linking the system with a server on the network. The system transmits to the server product inquiry information including a product number and receives estimated time of arrivals to several destinations for at least one in-transit unit having the product number. The system further displays the estimated time of arrivals, an identifier for each of the plurality of destinations, and at least one field for entering a quantity of in-transit units to be diverted to one of the destinations.

By virtue of the recited system, information related to potential destinations and respective estimated time of arrivals for the in-transit unit are presented to an operator so that the operator can make an informed decision. The operator can specify in-transit units (or containers carrying the in-transit units) to be diverted to a particular destination by simply entering the quantity to divert.<sup>1</sup>

*Aklepi et al.* relates to calculating an optimized route for an article. Apparently, the *Aklepi et al.* system centralizes all routing activities in a global computer server which, in turn, may be accessed and manipulated through an electronic communications network such as the Internet. As recited in *Aklepi et al.*:

[a] user is then ...presented with a page showing the present status of the articles, tracking activity for each article, and the next scheduled stop along with an estimated time and date of delivery based on the most recent optimized routing. Using the browser, the user is then be able to modify routing options for each article or for the entire group of articles. The routing options may include, without limitation, canceling shipments in transit, changing the final destination of an article or articles, changing routing optimization variables by assigning more or less weight to factors such as average speed between processing stations, weather or traffic, requesting that articles be held at particular processing

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<sup>1/</sup> It will be understood that the scope of Claim 12 is not limited to the details of this embodiment, which is referred to purely by way of example.

stations, requesting consolidation or de-consolidation of shipments, and requesting that a particular route be used regardless of optimization considerations. Any custom routing options entered by the user are then translated into a set of routing rules for the affected global database article records. At the next stop in each article's route, the global server will query the routing rules and take them into account when re-calculating the optimal route for each article. If no custom routing options are specified by the user, the optimized route is re-calculated using a redetermined set of default routing rules.

Col. 10, lines 13-42 (emphasis added). The system of *Aklepi et al.* thus requires changing routing optimization variables and entering routing options before a global server queries routing rules in order to account for re-calculating optimal routes for each article.

Nothing has been found in *Aklepi et al.* that is believed to teach or suggest to “receive a plurality of estimated time of arrivals to a plurality of destinations for at least one in-transit unit having the product number” and “display the plurality of estimated time of arrivals, an identifier for each of the plurality of destinations, and at least one field for entering a quantity of in-transit units to be diverted to one of the plurality of destinations,” as recited in Claim 12.

Accordingly, Applicants submit that Claim 12 is not anticipated by *Aklepi et al.*, and respectfully request withdrawal of the rejection under 35 U.S.C. § 102(e).

Independent Claims 35, 58, and 81 include features similar to that discussed above with respect to Claim 12. Therefore, those claims also are believed to be patentable for at least the same reasons as discussed above.

The other rejected claims in this application depend from one or another of the independent claims discussed above and, therefore, are submitted to be patentable for at least the same reasons. Since each dependent claim is also deemed to define an additional aspect of the invention, individual consideration or reconsideration, as the case may be, of the patentability of each claim on its own merits is respectfully requested.

In view of the foregoing amendments and remarks, Applicants respectfully request favorable reconsideration and early passage to issue of the present application.

An Information Disclosure Statement is submitted herewith.

Applicants' undersigned attorney may be reached in our New York office by telephone at (212) 218-2100. All correspondence should continue to be directed to our below listed address.

Respectfully submitted,

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**ETA Diversion System**

Product Number: 1388A0034A Description:

Vessel #: 1X93JF 711a Qty: 500 702a

In Transit Total: 750 720 # of Containers: 10 704a Due Date: 11/15 706a

Unit of 1 Container=50 726 730 732 734 736 Approve 737

722	724	Sales History (6 month)	Current Inventory	Current B/O	Diversion # of Container	Qty	Suggested Diversion Plan	ETA Replied	ETA WH
11		500	0	50	1	50	100	50	11/28
22		3000	100	0	1	50	200		11/28
32		1500	0	100	2	100	150	100	11/27
41		300	50	0	1	50	0		11/26
52		2000	0	150	3	150	150	150	11/20
Total		7300	150	300			500		

FIG. 7D